MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no X

Property Name: Charlie's Service Station | Inventory Number: BA-3211

Address: 11022 Liberty Road (MD 26) at northeast corner of Ward's Chapel Road | Historic district: ___ yes X no

City: Randallstown | Zip Code: 21133 | County: Baltimore County

USGS Quadrangle(s): Reisterstown

Property Owner: Sellman Smink & Conrey, Inc. | Tax Account ID Number: 0207582720

Tax Map Parcel Number(s): 307 | Tax Map Number: 66

Project: MD 26 @ Ward's Chapel Road | Agency: Maryland State Highway Administration

Agency Prepared By: Maryland State Highway Administration

Preparer's Name: Stephanie Foell | Date Prepared: 2/7/2010

Documentation is presented in: ___

Preparer's Eligibility Recommendation: ___ Eligibility recommended X Eligibility not recommended

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

Charlie's Service Station is a full-service gas and automotive repair station located at 11022 Liberty Road in the vicinity of Randallstown, Baltimore County. It is prominently sited on the northeastern quadrant of the intersection of Ward's Chapel Road and Liberty Road, facing south toward Liberty Road (MD 26); the parcel the station occupies is less than one quarter of an acre. According to state tax data, the gas station was constructed in 1930. The building forms an L-shaped footprint, with an office and pump canopy on the western wing and a circa-1950 service garage addition extending east of the office in a separate wing. The building has no discernable architectural style.

The office and pump canopy form a one-story, three-bay-wide by two-bay-deep masonry wing clad in painted stucco with painted, brick accents. The pump canopy is oriented on a north-south axis and fronts Liberty Road. The office stands behind the canopy to the north. The office roof is flush with the canopy on the west elevation but extends slightly on the east, forming an L. A medium-pitched, cross-hipped roof covered in asphalt shingles caps the service office and the adjacent canopy. The canopy shelters a pumping island with two gas pumps. Its roof is supported by two massive square columns, which are covered in painted stucco, and

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MHT Comments:

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Reviewer, Office of Preservation Services **Date**

[signature] 5/17/11

Reviewer, National Register Program **Date**

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ainted brick cladding accents the columns' lower halves.

Four-light, plate-glass windows flank the main entrance to the service office, which is located in the facade's central bay. The entrance consists of a single, aluminum-framed plate-glass door. A broad, three-light transom spans the entry and flanking windows and extends from the fenestration to the roof; however, cedar shingles currently cover the transom lights. Immediately below the office windows, a painted brick sill extends across the facade.

The office wing's west elevation contains an exterior painted brick chimney, which pierces the roof eave. A small three-over-one window is adjacent to the chimney's north side, while the original window on the chimney's south side has been replaced with a double-hung one-over-one configuration. Painted brick sills and lintels are featured on both windows. Two shed roof additions occupy the office wing's north elevation. On the west side, a one-bay-wide by one-bay-deep addition with three-light fixed-sash windows contains the men's and women's restrooms, each of which is accessed by an exterior door. A deeper shed-roof addition occupies the north elevation's east side, adjacent to the service garage. This addition does not contain fenestration.

The two-bay-wide 1950s service garage adjoins the cross-hipped extension on the service office's east side. It is constructed of painted concrete masonry unit pierced by aluminum-sash, twelve-light windows. The service garage is topped by a flat roof with false parapets. The overhung garage doors contain twelve-light glazing. Small, concrete islands at ground level separate the garage bays. One holds a kerosene pump and the other contains a soda machine. A modern shed-roof porch projects from the easternmost bay on the garage's north elevation.

The station is accessible from both Liberty Road and Ward's Chapel Road via a broad asphalt area that surrounds the building and extends to both streets. Concrete paving is located at the pumping islands and above the buried gasoline storage tanks. Wood utility poles line Liberty Road's north side, and a traffic light stands at the Liberty Road - Ward's Chapel Road intersection. A small pylon sign along the pump canopy's east side displays gas prices, and a blade sign is attached to the canopy roof with a tubular steel frame.

istoric Context

The History of Charlie's Service Station

Charlie's Service Station was constructed in 1930 to serve automobile traffic along Liberty Road. Baltimore City began regulating the location of new stations in the 1920s as permit applications drew protests from citizens and an increasing number of stations downtown led to congestion. By the time Charlie's was constructed in 1930, filling stations were ubiquitous across Baltimore City and were rapidly spreading into rural areas. The construction of Charlie's Service Station may have been influenced by the paving of the final two unimproved sections of Liberty Road between Frederick and Baltimore City, which was completed by 1931.

At some point, Charlie's Service Station became associated with Exxon, but the affiliation ended in 1980 when the building was deemed too small by Exxon. Since then, the station has been independently operated. Charlie's Service Station is currently operated by Chris Brocato, whose father, Charlie, began running the station in 1970. Unlike most area stations, Charlie's remains a full-service station, where attendants pump gas, change oil, clean windshields, and take payment.

Charlie's Service Station has been substantially modified since its initial construction. The flat-roofed service station is the most significant alteration. A 1931 photo of the gas and service station conveys the original appearance of the property before the addition of the service garage and other changes to the property. The photo reveals that a secondary entry door on the east side of

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The office facade was present and has since been sealed with stuccoed masonry, which probably occurred when the service garage was added to the office building. The original entry door was recently replaced with the present plate-glass and aluminum door. Additionally, an employee noted that the current wooden muntins in the plate-glass office windows and the dropped ceiling inside the office were installed in the early 1980s.

Gas Stations in American History

The first roadside filling station appeared in 1905, made possible by the invention of the gas pump by Sylvanus F. Bowser in 1885. Beforehand, motorists purchased fuel from the local livery, hardware, grocery, and general store or from street vendors who toted fuel-filled tank carts pulled by horse and buggy. Gas was poured into buckets from a spigot on the above-ground, gasoline-filled tanks. Motorist would carry full buckets of fuel back to their cars, then pour the gas into a chamois-lined funnel placed in the opening to the automobile's gas tank. This process was very messy and dangerous, resulting in much gas spillage. The development of the gas pump early in the twentieth century offered a cleaner and more efficient method of refueling the automobile's gas tank. Visible gas pumps, which showed the flow of gas through the glass globe affixed to the top of the pumps, were developed in the teens and became popular in the twenties. They were designed to allay consumers' fear that they weren't being given the product that they paid for; subsequently, gas companies added dye to the gasoline for greater visual effect: green for Texaco, red for Esso, and blue for Sunoco. By 1929, manual gas pumps had been replaced by electric-driven motors and metering devices, which dispensed measured gallons and calculated the corresponding price.

In rural locales, local general stores were the first to provide gasoline during the first decade of the 1900s. The combination general store and filling station type involved modest frame, brick, and metal structures that were primarily sited on corner lots. Corner lots at crossroads were favored for their convenient and more spacious location, but small urban lots also began to be used in the first half of the twentieth century. Until the 1920s, the service garage or "lubritorium" for auto repairs was not incorporated into the overall architectural design of the gas and service station; rather, a detached garage was located adjacent to the station's office building.

The popularity of the automobile burgeoned during the decades of commercial and industrial growth in America between following World War I. The development of a national road system a boom in national tourist travel spawned a surge in the establishment of roadside gas and service stations. Oil companies introduced changes in filling station designs and amenities to offer more conveniences to their customers, including restrooms, credit charge accounts, beverages, snacks, tobacco, and complementary road maps; hence, filling stations became service stations. Corporate oil companies built a variety of stations along stretches of rural highways and within urban centers across the nation to meet the growing demands of the motorist. Approximately 15,000 service stations were in operation in the United States by 1920.

Throughout the early decades of the twentieth century, no architectural precedent was formally established for gas and service station architecture, and several styles were introduced into the vernacular milieu of commercial architecture. The National Petroleum News, which is still in publication, published the designs of nine distinct gas station building forms in 1910: curbside, the shed, the house, the house with canopy (of which Charlie's Service Station was originally an example prior to undergoing alterations), the house with bays, the oblong box, the small box, the small box with canopy, and the canopy with booth.

The earliest stations evoked the comforts of home to attract customers. During the teens and twenties, stations appeared as houses or small cottages, a familiar form to drivers new to the road. Others took a whimsical approach, fashioning buildings in the shape of castles or lighthouses, appealing to a motorist's sense of adventure. Early Shell gas stations, for instance, were constructed of 18-foot-high concrete-shell replicas of their logo, which were immediately visible and recognizable against the landscape. Nationwide, and particularly in the west and in the south, themed eateries, motor courts, and tourist camps became incorporated into the

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adside building complex in conjunction with gas and service stations between 1920 and 1950. Themes included wigwams, utch windmills, pagodas, and other novel designs.

The Art Deco and Modern movements of the early-twentieth century resulted in simplified, streamlined buildings, reflective of the mass-produced, aerodynamic designs of the automobiles themselves. The dissolution of John D. Rockefeller's Standard Oil trust resulted in a highly competitive corporate oil company market, and many companies developed their own standardized station designs. Prefabricated metal and glass buildings began appearing after 1911 - ubiquitous after 1930 - and distinctive images and logos were developed for high consumer visibility. During the twenties and thirties, companies employed architects to design prefabricated service station prototypes that could be constructed easily in any roadside location.

In the thirties and forties, heavily embellished exteriors were no longer the trend, as cities began passing ordinances to govern the design and location of gas stations within the urban landscape. Domestic architecture, particularly Tudor Revival, became common in suburban areas, where stations were designed to minimize neighborhood opposition to their presence and blend in with the surrounding architecture - understating the commercial function of these buildings. The multiple eaves characteristic of the Tudor Revival style were conducive to gas and service station architecture as it aesthetically accommodated the full enclosure of the multiple functions and equipment associated with these commercial buildings. Decorative flowerbeds softened the landscape, while flower boxes were installed to further camouflage the buildings' commercial identity.

Traditional Colonial Revival-style architecture was also favored for gas and service stations. The conservative designs were suggestive of national civic buildings and monuments, such as courthouses, banks, churches, universities, and park pavilions. The prominent cupolas and signage attracted high-speed motorists, who, because of innovations in the automobile, were now traveling too fast to be attracted by novel architecture.

Concurrent with the trend in domestic station architecture, Streamlined Moderne became increasingly popular between approximately 1920 and 1950. Designed to establish corporate identity, appeal to a wide market, and attract motorists, the industrial exterior of the Streamlined Moderne building form - also known as the oblong box -was clad in shiny metal, plastic, and porcelain enamel, and illuminated with neon lighting. The building form effectively incorporated a service office (which sold tires, batteries, and point-of-sale items such as candy and cigarettes), a storage room, restrooms, and the garage service bays. The small box station type with a large canopy over the gas pumps became the dominant building form during the 1950s, as more independently owned and operated gas stations emerged.

A renewed interest in domestic forms of gas and service station architecture occurred during the mid-sixties as a result of the passage of the Highway Beautification Act of 1966 and First Lady Lady Bird Johnson's nationwide beautification program, which involved the participation of top oil-company executives regarding the reform of gas station architecture. Exxon and Shell constructed streamlined station prototypes during the fifties and sixties, which were distinguished by their addition of flaring, shed-roof canopy roof lines. These prototypes combined domestic forms with Streamlined Moderne designs. Other stations incorporated flaring eaves, mansard roofs, and faux dormers. The landscape surrounding gas and service stations included flower beds and decorative shrubs as part of the beautification program.

Eliot Noyes's 1964 station prototype for Mobil was versatile and adaptable to any property setting. The design consisted of multiple glass panels combined with panels of wood, stone, brick, or other contrasting materials to reveal service, office, and refreshment areas. A distinctive umbrella-shaped canopy sheltered the gas pumps. The new design was implemented on about 19,000 gas stations worldwide. During the sixties and seventies, Amoco and Sunoco remodeled their streamlined oblong box stations in the Northeast, and the shiny metal and plastic veneers were replaced with red brick, board-and-batten panels, and cedar shingles. Moreover, the building forms again incorporated Colonial Revival elements, primarily recognized by cupolas, front

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ables, and hipped roofs. Gas station architecture continued to undergo stylistic changes during the second half of the twentieth entury, ultimately resulting in a standard design recalling the streamlined forms of the early twentieth century.

Today, many modern gas stations consist of small booths with canopies over a few gas pumps and offer minimal amenities to the motorist, such as snacks and tobacco, excluding automobile service as part of their operation, or are integrated with convenience store retail chains. Furthermore, many extant gas and service stations from the early decades of the twentieth century no longer function as such and have been heavily modified and converted into other business enterprises over the years, such as restaurants, offices, novelty shops, and barber shops.

National Register of Historic Places Significance Evaluation:

Charlie's Service Station is a substantially modified gas station that has undergone alterations since it was constructed in 1930. These changes include the recent replacement of the main entry door, the addition of wooden muntins to the front windows, the enclosure of the secondary entrance on the facade, installation of modern gas pumps, and the addition of the circa-1950s service garage to the east side of the service office. These modifications minimize the property's overall historic integrity. While the building maintains its original location, its integrity of design, setting, materials, workmanship, feeling, and association as a representation of an early twentieth century gas and service station has been compromised, minimizing its ability to convey its history.

The property is associated with commercial enterprises constructed to meet the demands of the burgeoning American automobile industry during the early-twentieth century, as gas and service stations were deliberately erected close to main roadways to provide a convenient stop and to serve the needs of traveling motorists. However, substantial changes to the property, including the 1950s addition of a service wing and additional shed-roof extensions to the property have changed the property's ability to convey its historic associations as a 1930s gas station. It is one of many early gas stations in rural locations in Maryland that have been modified to accommodate motorists' changing needs by offering new services that required alteration to the historic appearance of the building. Therefore, it is not eligible for the National Register of Historic Places (NRHP) under Criterion A.

Research did not reveal that the property is associated with the lives of persons significant in America's past; therefore the property is not eligible for the NRHP under Criterion B.

Charlie's Service Station is a substantially modified example of a 1930s gas station. It displays no distinctive architectural elements and does not have artistic value or represent the work of a master. Unlike other gas stations that have been previously determined eligible in Maryland, it does not display a distinctive architectural style or historic theme, and substantial and recent alterations diminish its merit as a vernacular example of a gas station. Therefore the property is not eligible for the NRHP under Criterion C, as it retains sufficient distinctive characteristics of a type of roadside architecture constructed during the early twentieth century.

The property was not evaluated for eligibility for inclusion in the NRHP under Criterion D as part of this assessment.

Works Consulted:

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EHT Traceries, Inc. Identification and Eligibility Report: MD 301 Transportation Study in Charles and Prince George's Counties,

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Maryland. Prepared by EHT Traceries, Inc., Chevy Chase, Maryland, for the Maryland Department of Transportation, State Highway Administration, August 20, 1999, Revised March 2, 2000.

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Rosen, Jill. "Gas Station is Low-Tech but Full-Service." The Baltimore Sun. August 22, 2005. www.baltimoresun.com/news/maryland/bal-te.md.journal22aug22,0,4280782.story (accessed January 13, 2011).

The Baltimore Sun. "Garage Ordinance Passed by Council." June 17, 1924: 3.

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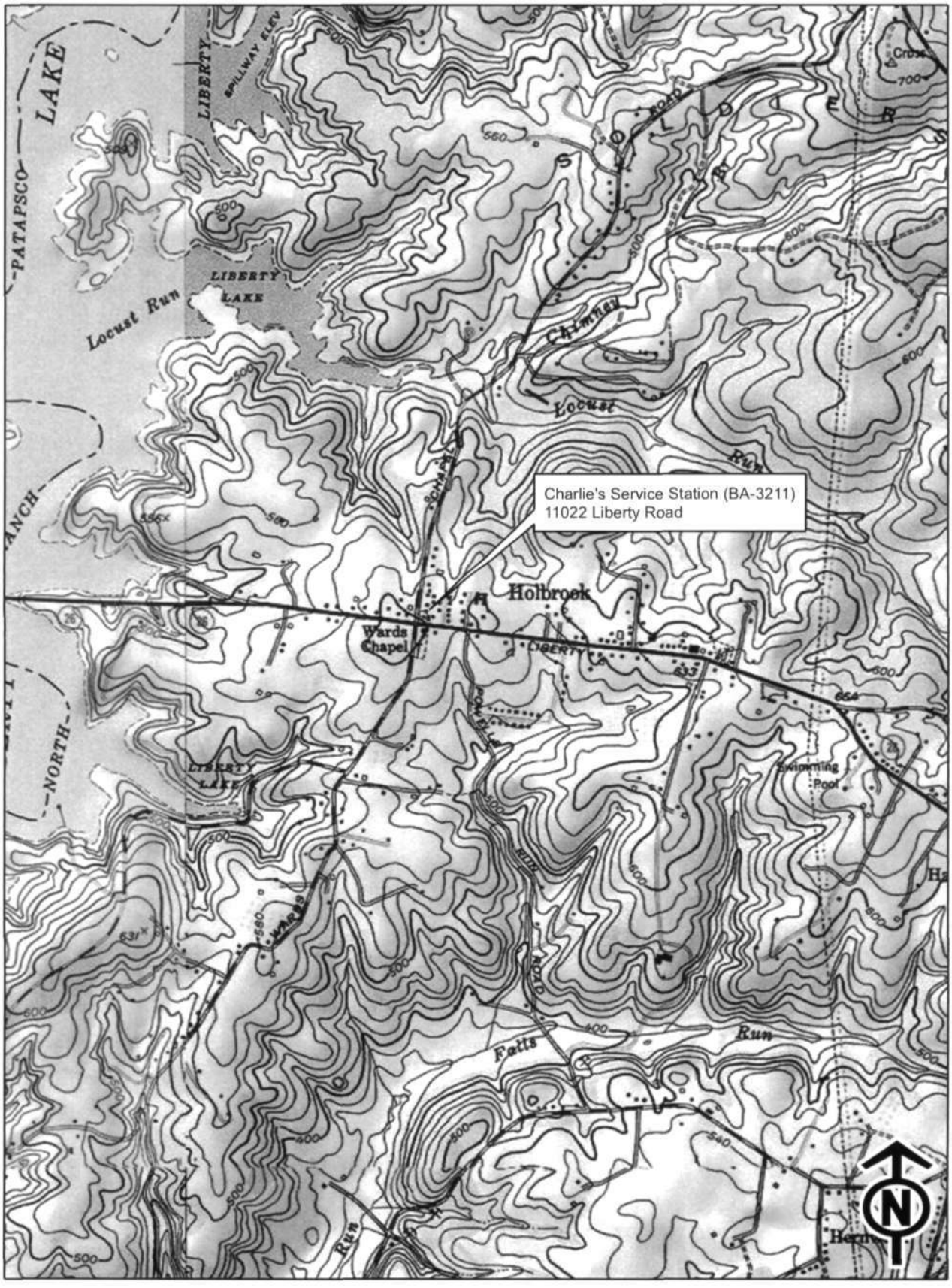
Charlie's Service Station (BA-3211)
11022 Liberty Road
Randallstown, Baltimore County, MD

Charlie's Service Station (BA-3211)

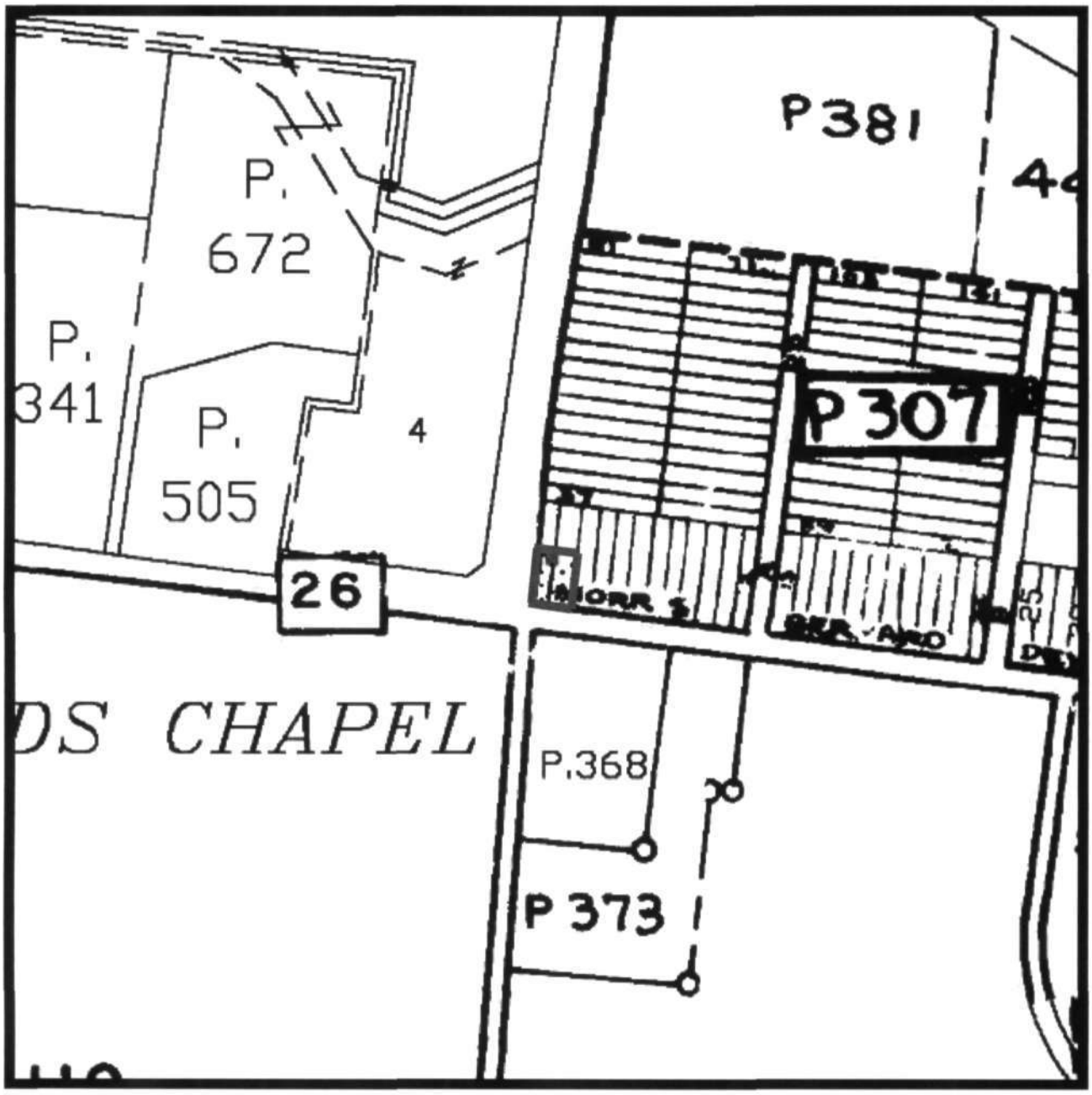
USGS Reisterstown Quad, 1974



1,000 Feet 1:24,000

Charlie's Service Station (BA-3211)

Charlie's Service Station (BA-3211)
11022 Liberty Road
Randallstown, Baltimore County, MD
Baltimore County Parcels




CHARLIE'S
SERVICE STATION
410 922-2910
CLEARANCE 10 FT.
227.9
252.9
ICE
ICE

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
MD SHPO
West Elevation, View East
1/12

003391 1-15 (5R12-11)
0 C0 M0 Y0 D 2 12/15/06


CLEARANCE 10 FT.
CHARLIE'S
SERVICE STATION
410 922-2910
227 9
252 9
ICE

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
MDSHPO
West Elevation, View East
2/12

003391 2/15 <5R12 1I>
1 CO MD VB D-3 12/15/06


CHARLIE'S
227⁹
239⁹
252⁹

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
MD SHPO
Southeast Corner, View Northwest
3/12

003391 11/15 (5R12 1I)
10 C0 M0 Y0 D-2 12/15/06


CHARLIE'S
SERVICE STATION
410 922-2910
CLEARANCE 10 FT.
227.9
239.9
252.9
1-K
KEROSENE

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
MD SHPO
South Elevation (Facade), View Northwest
4/12

003391 10715 <5R12 11>
9 C0 M0 Y0 D-5 12/15/06


ICE
YES
Marlboro
NO PARKING
Do Not Bloc
Gas Lanes
$3 80

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
003391 8/15 <5R12 1I>
MD SHPO
Office Entrance, South Elevation (Facade)
7 C0 M0 Y0 D0 12/15/06
5/12


227
252

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06

003391 3/15 (5R12 1I)

MD SHPO
Northwest Corner, View Southeast
6/12

2 C0 M0 Y0 D-4 12/15/06

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
003391 5/15 (5R12 1I)
MD SHPO
North Elevation of the Office, View South
4 C0 M0 Y0 D-3 12/15/06
7/12

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06 003391 4/15 <5R12 1I>
MD SHPO
North Elevation of Office and Service Garage,
View East 3 C0 M0 Y0 D-3 12/15/06
8/12


WE SELL
1-K
KEROSENE

BA-3211

Charlie's Service Station

Baltimore County, MD

Melissa Blair 003391 9/15 <5R12 1I>

12/08/06

MD SHPO

East Elevation of the Service Garage, View

West

8 C0 M0 Y0 D0 12/15/06

9/12


OFFICE
Z71

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
003391 7 15 <5R12 1I>
MD SHPO
Southwest Corner of Secondary Office Building
6 C0 M0 Y0 D-2 12/15/00
North of Service Station, View Northeast
10/12


OFFICE
922-1388
OFFICE

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
003391 6/15 (5R12 II)
MD SHPO
Northwest Corner of Secondary Office Building
North of ~~Service Station~~, View Southeast
11/12

BA-3211
Charlie's Service Station
Baltimore County, MD
Melissa Blair
12/08/06
003391 12/15 <5R12 1I>
MD SHPO
Southeast Corner of Warehouse Adjacent to the Service Station, View Northwest
12/12